PROJECT 10073 RECORD CARD

1. DATE 4 Feb 54	**2. LOCATION** Carswell AFB, Texas	**12. CONCLUSIONS** ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☒ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other_____ ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local _____ GMT 04/2329Z (N)	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☒ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** Mil	
7. LENGTH OF OBSERVATION - - - - --	**8. NUMBER OF OBJECTS** one	**9. COURSE** - - -

10. BRIEF SUMMARY OF SIGHTING

Larger than B-36
No trail ormeans of propulsion.
Dark grey.
No sound.
Long fuselage
(See Case File)

11. COMMENTS

Object was definitely aircraft.

ATIC FORM 329 (REV 26 SEP 52)

INVESTIGATION OF UNIDENTIFIED FLYING OBJECT REPORTS

Two reports of unidentified flying object sightings, made on the night of 4 Feb 54, were received by ATIC from the 19th Air Division, Carswell Air Force Base, Texas. These appeared to be significant in that the reporting officer and the observers were experienced and reliable personnel and the reported actions of the objects were unusual. This was also reported as possibly being a simultaneous visual and radar sighting.

The first object was reported as being the shape of an aircraft, dark grey, as large or larger than a B-36, having a long fuselage, elliptical wings and stabilizer. All descriptions fit that of an aircraft except that it was reported as having no visible means of propulsion or exhaust, nor did the object leave any trail. The most predominant phenomena was that the object emitted no sound.

This object was first detected by the Carswell GCA radar at 2300 at a distance of 13 to 15 miles to the SW and heading directly toward the base. It remained on a straight course and the GCA operator notified the control tower and the officer of the day. The control tower personnel sighted the object at 2301 and kept it under observation for five minutes until 2306 when it passed out of sight to the NW. The object was estimated to be traveling at an altitude of between 3000 to 4000 feet. A straight course was maintained throughout both the visual and radar sightings.

This same report and a subsequent report contained information on a further radar sighting which occurred on the same night some 20 minutes after the original visual and radar sighting. It appeared that the proximity of time might link the two sightings.

The second incident concerning radar only was picked up by the Carswell AFB GCA at 2329 on the night of 4 Feb 54. The return on the scope indicated two

targets 17 miles SW of Carswell AFB, flying in formation at an estimated altitude of 5000 feet and speed of 200 MM. These two targets merged into one and when 12 miles from Carswell they separated again and ~~picked up~~ assumed a southerly heading. At approximately 14 miles from the base, the target to the rear suddenly reversed its course, flew for two miles, then reversed course again and gradually overtook the lead target. Both targets departed the capability of the GCA flying in formation to the SSE.

On the basis of the above information, a cil was placed by ATIC to Hq Air Defense Command and a request was made to have the nearest unit of the 4602d AISS proceed to Carswell AFB for the purpose of carrying out a complete investigation of the sightings.

Capt Charles A. Hardin, project monitor for Project Blue Book, and Mr. [redacted], radar specialist, departed from ATIC for Carswell AFB to further the investigation. Upon arrival, a team was formed with 4602d AISS and intelligence personnel at Carswell AFB.

The initial UFO report from Carswell had indicated that there were no aircraft in the area on the night of the sighting which would meet the UFO descriptions; however, in the course of a routine recheck, it was discovered that a C-124 enroute from Travis AFB to Turner AFB had reported in to the Ft. Worth radio at 2304 and had changed flight plan at that time. The new flight plan called for a descent from 13,000 to 7000 and the course from Ft. Worth radio to the east leg of the radio direction beam would carry the plane very near the Carswell AFB control tower.

The radar track on this sighting as well as the time coincided with the flight plan of the C-124 and the visual observations. It is, therefore, concluded that it was this C-124 which the control tower personnel reported.

The lack of sound was accounted for by the descent of the C-124 which was taking place at the time of the sighting together with the under-estimation of altitude by the reporting personnel.

Since the first sighting was established to be the C-124 there appears to be no relation between this and the second radar sighting.

Mr. [redacted] after interrogating the GCA operator, was of the opinion that the reported returns indicated aircraft with the exception of the sudden reversal of course (for about 2 miles or 3.3 seconds) and the investigation was continued on that basis. The Duncanville radar station was alerted, after the target of interest reportedly temporarily reversed its course, and their recorded tracks of this target(s) were those of normal aircraft traveling at about 240 MM. A check was made through flight service for all flight plans; however, no flights of this description could be found. Since flight service has plans on cross-country flights only, a further check was initiated to all surrounding air fields for information on local or round robin flights which might have been in the area at the time of the sightings.

Through this checking of surrounding bases, it was found that the 3627th WACCO SQ, James Connley AFB, which is a radar observer training school was carrying out exercises on the night of the fourth in the vicinity and covering the same time period. These operations consisted of flights of two B-25's running missions on each other. While their exact locations at any given time could not be determined, the maneuvers described by the radar operator were very similar and lead to the belief that these were the same objects as reported.

(B) NOT AVAL. GCA RADAR COULD NOT PURN THIS INFO.
(C) 45 DEGREES
(D) OBJECT APPROACHED CARSWELL ON A HEADING OF UNPEP DEGREES FR THE SW. OBJECT DID NOT C CRSE AT ANY TIME WHILE UNDER OBSERVATION. OBJECT PASSED DIRECTLY OVER THE CARSWELL TOWER AND MAINTAINED HEADING OF 030 DEGREES UNTIL OUT OF SIGHT. BOJECT WAS WATCHED FOR AN ESTIMATED FIVE MINUTES AFTER IT PASSED OVER TOWER BY PERS ON DUTY. THE BRIGHT WHITE LIGHT IN THE TAIL WAS VISIBLE THROUGHTOUT THIS TIME. IT WAS ESTIMATED THAT OBJECT PASSED 5 TO 6 MILES NW OF MEACHAM FLD WHICH IS NW OF THE CITY OF FORT WORTH.
(E) SEE (D) ABOVE.
(F) OBJECT FR TIME OF FIRST DETECTION BY GCA (PARX 042300 LOCAL TIME) WAS UNDER SURVEILLANCE FOR APRX SIX MIN UNTIL IT PASSSED OUT OF SIGHT AT AROUND 042306 LOCAL TIME.
(3) MANNER OF OBSERVATION.
(A) GROUND ELECTRONIC AND GROUND VISUAL.
(B) TOWER OPERATOR, A/1C MCCLONNEL, DEPT OBJECT UNDER SURVEILLANCE WITH STANDARD AF BINOCULARS DURING ENTIRE OVSERVATION.
(C) NA.

UNCLASSIFIED

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(4) TIME AND DTAE OF SIGHTING.
(A) 0525ØØZ.
(B) NIGHT.
(5) LOCATION OF OBSERVERS. THE GCA OPERATOR WAS IN THE GCA TRUCK AT CARSWELL AND THE TOWER PERS WERE IN THE CONTROL TOWER AT CARSWELL AFB, FORT WORTH, TEX.
(6) A. NA.
(B) MILITARY OBSERVERS.
1. GCA OPERATORS. T/SGT HARUN HOLZEL AND A/1C BRUCE PRICE OF THE 1921ST AACS UNIT AT CARSWELL AFB.
2. TOWER PERS. A/2C GUINAUGH, A/1C MCCLONNELL, AND A/1C WENE OF THE 824TH ABG, CARSWELL.
3. INTERROPATORS CONSIDERS SOURCE OF INFO AS COMPL RELIABLE AND AS TO CONTENT PROBABLY TRUE.
(7) (A) CLEAR (CAVU).
(B) WINDS AT 6ØØØ FT FR NW 5 KNOTS.
(C) NONE.
(D) 15 MILES.
(E) NONE.
(F) NONE.
(8) NO UNUSUAL ACTY, METEROLOGICAL, ASTRONOMICAL, OR OTHERWISE, WHAT COULD CONTRIBUTE TO SIGHTING.

UNCLASSIFIED

(9) NO PHYSICAL EVIDENCE WAS OBTAINED.
(10) N.K.
(11) NO CARSWELL TRAFFIC WAS IN LOCAL AREA AT TIME FO SIGHTING. AMON CARTER FLD, FORT WORTH INTERNATIONAL AIRPORT, WAS CONTACTED TO CHECK ON FLT ARRIVALS DURING THIS PD AND TWO FLTS WERE REPTD

JEDMH A223

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

JM

[redacted]

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JWFQB 24
PP JEDEN JEDWP JEPHQ 333
DE JWFQB 28C

[redacted] COMDRAIRDIV 19 CARSWELL AFB TEX
TO JEDWP/COMDRAIR TECH INTEL CTR WRIGHT PATTERSON AFB OHIO
JEPHQ/DIR OF INTEL HQ USAF WASHINGTON DC
JEDEN/COMDRADC ENT AFB COLORADO
ZEN/COMDRAF 8 CARSWELL AFB TEX
[redacted]L/ SECTION ONE OF TWO. 7DI 1379. UFOB.
(1) DESCRIPTION OF THE OBJECT.
(A) SHAPE OF AN ACFT.
(B) BASEBALL - WAS DESCRIBED BY OBS AS JUST AS LARGE OR LARGER THAN B-36.
(C) DARK GREY.
(D) ONE.
(E) NA.
(F) AND A LONG FUSELAGE, ELIPTICAL WINGS, AND STABILIZER, AND NO VISABLE MEANS OF PROPULSION.
(G) OBJECT HAD TAIL, DID NOT LEAVE ANY TRAIL, NOR WAS ANY EXHAUST VISIBLE.

[redacted]

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(H) OBJECT EMITTED NO SOUND. THIS IS PREDOMINENT PHENOMENA OF THIS REPT. OBJECT PASSED DIR OVER THE CARSWELL AFB TOWER AT 3000 TO 4000 FT AND WAS OBSERVED BY ALL TOWER PERS ON DUTY. NOT A SOUND OR ANY EVIDENCE OF PROPULSION WAS EXHIBITED BY OBJECT.
(I) OBJECT WAS FIRST DETECTED BY THE CARSWELL GCA STA AT A DISTANCE OF 13 TO 15 MI FOR CARSWELL. ATTN WAS DRAWN TO THE OBJECT BECAUSE OF THE LARGE RTRN PRESENTED ON THE SCOPE. OBJECT WHEN VIEWED ON [illegible] SCOPE GAVE A RTRN OF 1 INCH. OPR SCANNED FROM 10 DEGREES TO [illegible] DEGREES ON SEARCH AND OBJECT RETAINEDTHE SAME RTRN DUR THIS OPR. BECAUSE OF THE UNUSUAL RTRN, AND BECAUSE OBJECT WAS APPROACHING DIR TOWARD THE FLD THE GCA OPR NOTIFIED THE AIRDROME OFFICER OF THE [illegible] AND THE TOWER. OBJECT HAD A VERY BRIGHT WHITE LIGHT IN THE NOSE [illegible] TAIL AND TWO YELLOWISH LIGHT ON BOTTOM OF FUSELAGE. ONE [illegible] REPORTED THAT HE THOUGHT OBJECT ALSO HAD SOME TYPE OF LIGHT [illegible] DID NOT [illegible] THIS. [illegible] OBSERVER [illegible] SURVEILLANCE WITH [illegible] LIGHTS [illegible] OBSERVED.
(2) DESCRIPTION OF COURSE OF OBJECT.
(A) UNUSUAL RADAR RTRN RECD BY GCA SITE AT CARSWELL.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

UNCLASSIFIED

ELECTRONICS DATA SHEET
(GROUND RADAR)

The purpose of this questionnaire is to provide technical data for evaluating the report of an unusual radar target or track. It is requested that it be completed as accurately as possible.

When not filled in, the form is Unclassified. The reporting officer will use his own judgement as to what degree of classification is required.

It is preferred that the answers to the questions be typewritten, however, if it will expedite the completion of the form, the answers may be printed in ink. If additional space is needed, use reverse side of form.

1. STATION OBSERVING TARGET: GCA Unit
CARSWELL AFB
Organization
Location

2. DATE OF THIS REPORT:
10 FEB 1954
Day Month Year

3. DATE TARGET OBSERVED:
4 FEB 1954 Local Time ☑ Z Time ☐
Day Month Year
Time-Local 2300 & [redacted] Time-Z

4. NAME, RANK AND ORGANIZATION OF REPORTING OFFICER:

5. EXACT LOCATION OF STATION (COORDINATES):

6. OBSERVER DATE (LIST EACH OBSERVER):

	Name	Rank	Duty	No. of Years Exp. in Radar
A.	[redacted]	A/1c	GCA MECH.	3½
B.	[redacted]	Tkgt	GCA Operator	5
C.				
D.				
E.				

7. WAS A VISUAL SIGHTING MADE BY ANY PERSONNEL OF THE STATION? ☑ YES ☐ NO
IF SO, GIVE NAME AND RANK OF ALL PERSONNEL MAKING A VISUAL SIGHTING AND A BRIEF DESCRIPTION OF WHAT THEY SAW:

ATIC FORM 332 (REVISED 25 NOV 1952)

[illegible] OF THESE ACFT WERE CONVAIR LINE [illegible]
TO FIT DESCRIPTION OF TOWER PERS.
(12) PREPARING OFFICER IS ASST DIR OF INTEL FOR 7TH BOMB WG. THERE SEEMS TO BE NO APPARENT EXPLANATION FOR THE FACT THAT OBJECT SIGHTED EMITTED NO NOISE WHATSOEVER. RELIABILITY AND EXPERIENCE OF THE PERS REPTG SIGHTING ARE GOOD. THE GCA OPR HAS HAD OVER 5 YEARS OF EXPERIENCE IN HIS FLD. ONE OF THE TOWER OPR HAS BEEN AT CARSWELL FOR TWO YEARS IN HIS PRESENT JOB, AND ANOTHER FOR 1 YEAR. FOL IS AN ADDITIONAL INCIDENT WHICH WAS OBSERVED BY THE GCA TEAM ON DUTY THAT NIGHT (T/SGT HOLZEL AND A/1C PRICE) SHORTLY AFTER THE INITIAL SIGHTING.
AT 2320 LOCAL TIME (PARX 20 MIN AFTER INITIAL SIGHTING) TWO TGTS WERE OBSERVED BY THE GCA UNIT AT CARSWELL 17 MILES SW OF CARSWELL HEADING 350 DEGREES FLYING IN FORMATION. THE TWO TGTS MERGED INTO [redacted]

PARAPHASE NOT BEFORE DECLASSIFIED

AT 1C

JEDMH A004
WFOB 06
PP JEDWP JEPHO 303
DE JWFOB 29C

UNCLASSIFIED [redacted]

JM

E. Atea
C. Atey-2
3. R. File

FM COMDRAIRDIV 19 CARSWELL AFB TEX
TO JEDWP/COMDRAIR TECH INTEL CTR WRIGHT PATTERSON AFB OHIO
JEPHO/DIR OF INTEL HQ USAF WASHINGTON 25 DC
ZEN/COMDRADC ENT AFB COLO
ZEN/COMDRAF 8 CARSWELL AFB TEX
/[redacted]L/ FINAL SECTION OF TWO. 7DI 1377. UFOB.
[illegible] ONTHE GCA SCOPE GIVING A 1 1/2 INCH SCOPE PRESENTATION (BLIP) ON THE 20 MILE SCALE. WHEN TGTS WERE 12 MILES FROM CARSWELL THEY SEPARATED AND PICKED UP A SOUTHERLY HEADING. WHEN APRX 14 MILES AWAY FROM FIELD ONE OF THE TGTS WHICH WAS TO THE REAR AND WEST OF THE LEAD TGT SUDDENLY REVERSED CRSE FLYING 180 DEGREES RECIPROCAL HEADING TO THE NORTH WHILE THE LEAD TGT CONTINUED SOUTH. SPEED OF EA TGT WAS ESTIMATED AT 200 NM AT 5000 FT ALT. THE TGT WHICH REVERSED ITS FLT TRAVELED FOR AN ESTIMATED 2 MILES THEN REVERSED ITS HEADING AGAIN TAKINGUP A PURSUIT CRSE OF THE LEAD TGT AND WITHIN

PAGE TWO JWFOB 29C

A MATTER OF SECONDS OVERTOOK THE LEAD TGT. BOTH TGTS DEPARTED THE CAPABILITY OF THE GCA SET IN FORMATION WHEN ROUGHLY 37 MILES SSE OF CARSWELL.
[illegible] PREPARING OFFICER IS [illegible]
[illegible]
[illegible] LOCKING [illegible] OF THE SIGHTING [illegible] ESTIMATED BY [illegible]

19. ARE PERSONNEL FAMILIAR WITH THE EFFECTS CAUSED BY AN INTERFERING SIGNAL? ☑ YES ☐ NO
COMMENTS: _____

20. ARE PERSONNEL FAMILIAR WITH THE EFFECTS OF ANOMALOUS PROPAGATION (DUCTING EFFECTS) AS THEY PERTAIN TO THIS TYPE OF RADAR? ☐ YES ☐ NO

21. HAS ANOMALOUS PROPAGATION (DUCTING EFFECT) BEEN OBSERVED TO EXTEND THE RANGE OF THE GROUND CLUTTER OF THIS RADAR AT THIS SITE? ☐ YES ☐ NO
COMMENTS: _____

22. WAS ANOMALOUS PROPAGATION (DUCTING EFFECT) EXTENDING THE RANGE OF THE GROUND CLUTTER AT THE TIME THE TARGET WAS OBSERVED? ☐ YES ☐ NO
COMMENTS: _____

23. HOW DID THE TARGET APPEAR IN SIZE AND SHAPE AS COMPARED TO CONVENTIONAL AIRCRAFT TARGETS?
LARGER THEN B-36 RETURN

24. PERFORMANCE OF TARGET:

a. REMAINED CONSISTENT IN SIZE	☑	CHANGED SIZE RAPIDLY	☐
b. SPEED WAS CONSTANT	☑	SPEED WAS VARIABLE	☐
c. FOLLOWED CONSISTENT TRACK	☐	APPEARED, DISAPPEARED, THEN REAPPEARED IN NEW LOCATION	☐
d. FUZZY COMPARED TO AIRCRAFT TARGET	☐	SHARP COMPARED TO KNOWN AIRCRAFT TARGET	☐
e. SAME AS AIRCRAFT TARGET	☑		

25. WERE OTHER TARGETS (KNOWN) OBSERVED IN THE SAME GENERAL AREA, AT APPROXIMATELY THE SAME TIME AND AT THE SAME ALTITUDE AS THE UNUSUAL TARGET? ☐ YES ☑ NO
IF SO, DESCRIBE. _____

26. WHAT TYPE INDICATORS ("A" SCOPE, "B" SCOPE, ETC.) WERE USED TO FOLLOW THE TARGET?
PPI
DESCRIBE THE SIGNAL: 1 INCH LONG BY 1/4 INCH WIDE ON 10 MILE SCOPE

27. WHAT WAS THE RADAR SCAN RATE? 20 ± 2 RPM

28. WHAT WAS THE FREQUENCY OF THE TRANSMITTER?
2800 mcps

29. DID ANY OF THE OBSERVERS HAVE ANY OPINIONS AS TO THE NATURE OF THE TARGET? ☐ YES ☐ NO
IF YES, GIVE THEIR NAMES AND OPINIONS BELOW.

8. HAVE YOU HEARD OF ANYONE NOT AT THE RADAR STATION MAKING A VISUAL SIGHTING AT APPROXIMATELY THE SAME TIME THE RADAR CONTACT WAS MADE? ☒ YES ☐ NO
IF SO, GIVE NAME AND ADDRESS.

9. RADAR SCOPE PHOTOS:
IS RADAR EQUIPPED WITH A SCOPE CAMERA? ☐ YES ☒ NO
WAS CAMERA OPERATIONAL? ☐ YES ☒ NO
WERE SCOPE PHOTOS TAKEN? ☐ YES ☒ NO
WERE PRINTS OF THE SCOPE PHOTOS FORWARDED TO THE AIR TECHNICAL INTELLIGENCE CENTER? ☐ YES ☒ NO

10. TRACK DATA:
WHAT WAS THE NUMBER OF THE TRACK? _____
WAS A PERMANENT PLOT MADE OF THE TRACK AT THE TIME OF THE OBSERVATION? ☐ YES ☐ NO

11. WERE AIRCRAFT SCRAMBLED TO INTERCEPT THE TARGET? ☐ YES ☐ NO
IF SO, WERE THE AIRCRAFT BEING OBSERVED ON THE SCOPE AT THE SAME TIME AS THE TARGET? ☐ YES ☐ NO

12. WERE ANY NEARBY RADAR INSTALLATIONS QUERIED WHETHER THEY HAD OBSERVED THE SAME TARGET OR TRACK? ☒ YES ☐ NO
IF SO, WHICH STATIONS? CARSWELL WEATHER CALLED AND SAID HE HAD AN OBJECT SIGHTED AT APPROX SAME TIME AND LOCATION

13. WAS THE TARGET OBSERVED ON SEARCH RADAR? ☒ YES ☐ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? AN/GPN-4

14. WAS THE TARGET OBSERVED ON HEIGHT FINDING RADAR? ☐ YES ☒ NO
IF SO, WHAT IS THE NOMENCLATURE OF THE EQUIPMENT? _____

15. HAVE THERE BEEN ANY RECENT MAINTENANCE DIFFICULTIES? ☐ YES ☒ NO
IF SO, DESCRIBE. _____

16. WHAT TYPE MODULATOR (I.E., SPARK GAP, HARD TUBE, ETC.) IS USED IN THE RADAR EQUIPMENT?

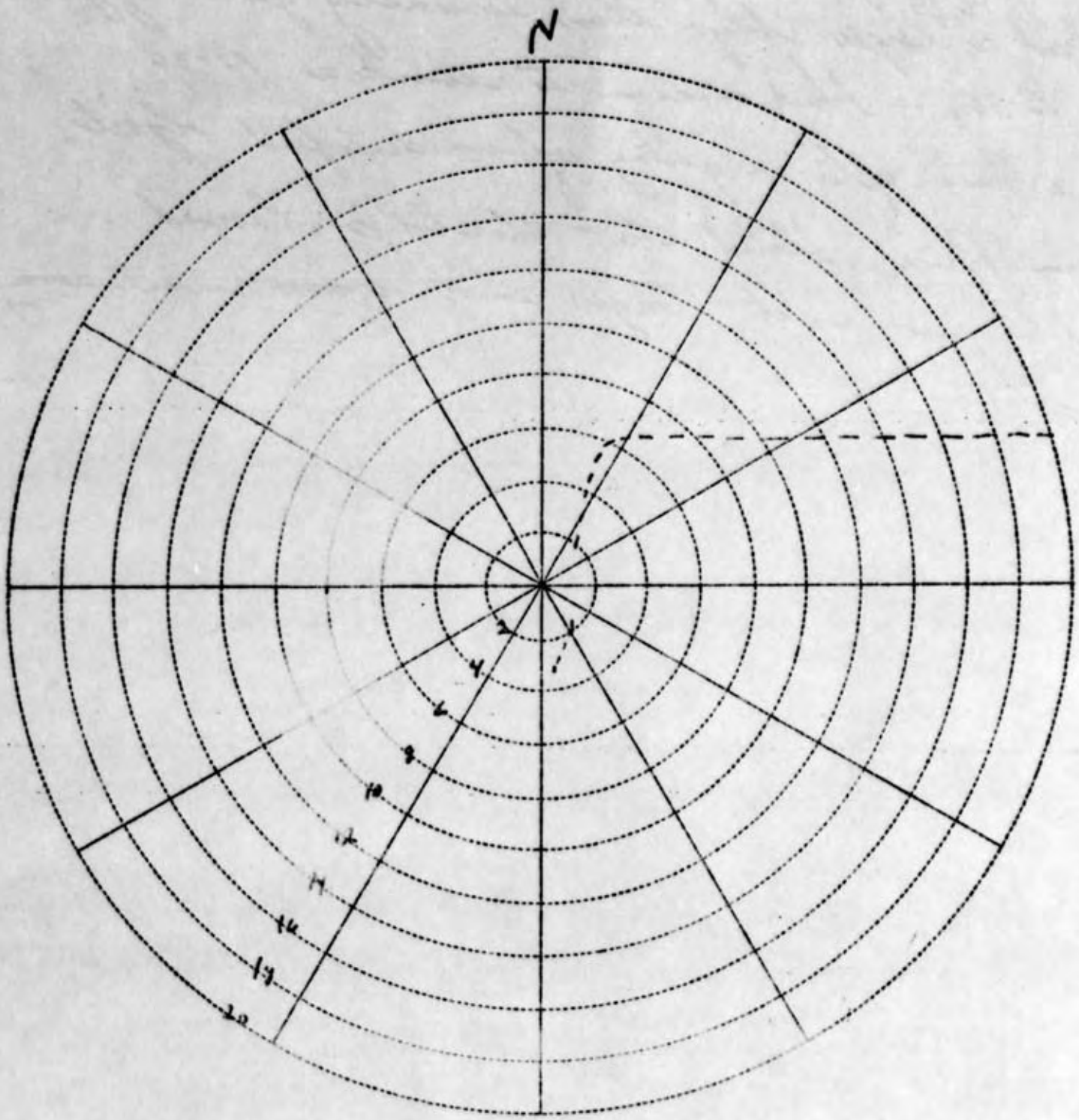
17. WAS THE AFC (AUTOMATIC FREQUENCY CONTROL) CIRCUIT OPERATING PROPERLY? ☐ YES ☐ NO
COMMENTS: _____

18. HAS INTERFERENCE FROM ANOTHER RADAR SET BEEN OBSERVED RECENTLY: ☒ YES ☐ NO
COMMENTS: Other sets in vicinity give a swirling type through Scope once in awhile, Not on this particular night.

T/Sgt. [redacted] & A/1C [redacted]

Watched target on scope for 15 to 20 minutes
It had a little larger blip than usually given off
from B-36. - Had occasion to work a B-36
about 2 hours after sighting of unidentified object.
Airman Price stated that the blip observed
seemed to grow a bit larger as it ~~was~~ went away
from station.

30. IF SCOPE PHOTOS ARE NOT AVAILABLE, PLOT THE TARGET TRACK AS ACCURATELY AS POSSIBLE. GIVE THE TIME AND ALTITUDE (IF MEASURED) FOR EACH POINT PLOTTED. PUT THE NECESSARY RANGE SCALE ON THE DIAGRAM.



Form A

U. S. AIR FORCE TECHNICAL INFORMATION SHEET

This questionnaire has been prepared so that you can give the U. S. Air Force as much information as possible concerning the unidentified aerial phenomenon that you have observed. Please try to answer as many questions as you possibly can. The information that you give will be used for research purposes, and will be regarded as confidential material. Your name will not be used in connection with any statements, conclusions, or publications without your permission. We request this personal information so that, if it is deemed necessary, we may contact you for further details.

1. When did you see the object?

7 (Day) Feb (Month) 1954 (Year)

2. Time of day: 11 (Hour) ____ (Minutes)

(Circle One): A.M. or (P.M.)

3. Time zone:

(Circle One): a. Eastern, (b.) Central, c. Mountain, d. Pacific, e. Other ____

(Circle One): a. Daylight Saving, (b.) Standard

4. Where were you when you saw the object?

Carswell AFB (Nearest Postal Address) Fort Worth (City or Town) Texas (State or Country)

Additional remarks: 7321-3 AFS

5. Estimate how long you saw the object. ____ (Hours) 15 min (Minutes) ____ (Seconds)

5.1 Circle one of the following to indicate how certain you are of your answer to Question 5.

(a.) Certain, b. Fairly certain, c. Not very sure, d. Just a guess

6. What was the condition of the sky?

(Circle One): a. Bright daylight, b. Dull daylight, c. Bright twilight, d. Just a trace of daylight, (e.) No trace of daylight, f. Don't remember

7. IF you saw the object during DAYLIGHT, TWILIGHT, or DAWN, where was the SUN located as you looked at the object? ____

(Circle One): a. In front of you, b. In back of you, c. To your right, d. To your left, e. Overhead, f. Don't remember

8. IF you saw the object at NIGHT, TWILIGHT, or DAWN, what did you notice concerning the STARS and MOON?

8.1 STARS *(Circle One)*:

a. None
b. A few
(c.) Many
d. Don't remember

8.2 MOON *(Circle One)*:

a. Bright moonlight
(b.) Dull moonlight very
c. No moonlight — pitch dark
d. Don't remember

9. Was the object brighter than the background of the sky?

(Circle One): a. Yes (b. No) c. Don't remember

10. IF it was BRIGHTER THAN the sky background, was the brightness like that of an automobile headlight?:

(Circle One) a. A mile or more away (a distant car)?
b. Several blocks away?
c. A block away?
d. Several yards away?
e. Other

NA

11. Did the object: *(Circle One for each question)*

a. Appear to stand still at any time?	Yes	(No)	Don't Know
b. Suddenly speed up and rush away at any time?	Yes	(No)	Don't Know
c. Break up into parts or explode?	Yes	(No)	Don't Know
d. Give off smoke?	Yes	(No)	Don't Know
e. Change brightness?	Yes	(No)	Don't Know
f. Change shape?	Yes	(No)	Don't Know
g. Flicker, throb, or pulsate?	Yes	(No)	Don't Know

12. Did the object move behind something at anytime, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, then tell what it moved behind: _____

13. Did the object move in front of something at anytime, particularly a cloud?

(Circle One): Yes (No) Don't Know. IF you answered YES, than tell what it moved in front of: _____

14. Did the object appear: *(Circle One)*: (a.) Solid? b. Transparent? c. Don't Know.

15. Did you observe the object through any of the following?

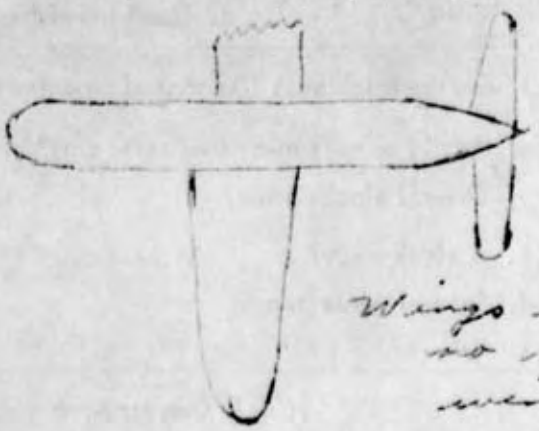
a. Eyeglasses	Yes	(No)	e. Binoculars	Yes	(No)
b. Sun glasses	Yes	(No)	f. Telescope	Yes	(No)
c. Windshield	Yes	(No)	g. Theodolite	Yes	(No)
d. Window glass	Yes	(No)	h. Other _____		

16. Tell in a few words the following things about the object.

a. Sound no sound at all

b. Color silvery gray illuminated possibly from field lights

17. Draw a picture that will show the shape of the object or objects. Label and include in your sketch any details of the object that you saw such as wings, protrusions, etc., and especially exhaust trails or vapor trails. Place an arrow beside the drawing to show the direction the object was moving.

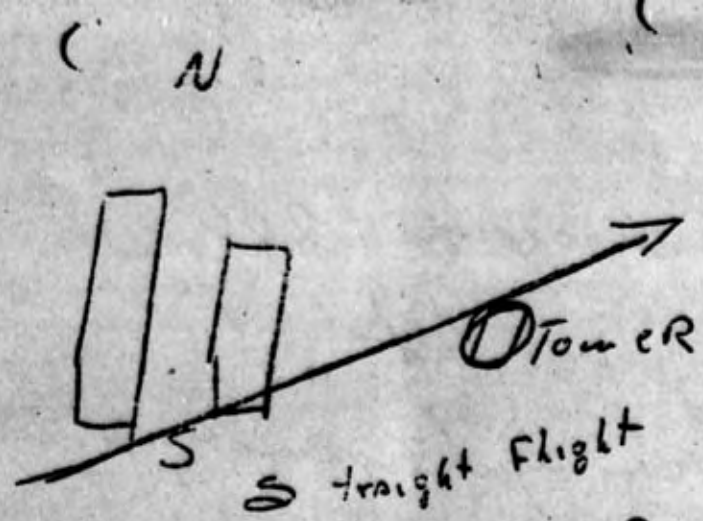


Wings had no ergis showing, no vapor trails visible, wings similar in shape to a average C-54 wing, fuselage very similar to a B-36 from the bottom.

18. The edges of the object were:

(Circle One): a. Fuzzy or blurred
b. Like a bright star
(c.) Sharply outlined
d. Don't remember
e. Other _____

19. IF there was MORE THAN ONE object, then how many were there? —.
Draw a picture of how they were arranged, and put an arrow to show the direction that they were traveling.



Flight of UFOB

9. The object was noted to have a straight wing and a long fuselage. Empennage was B-36 Type.

10. A amber light was noted at the center of fuselage. This light blanked on & off steady. No other lights were noted until Sgt [redacted] proc. to tower where through bemoc. he saw a clear white light. He stated light def. was not on the tail.

~~11. [illegible]~~

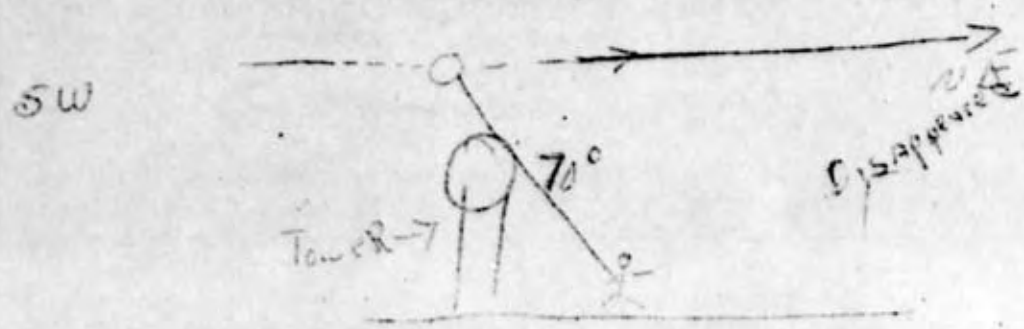
11. No Engines of any kind Jet or Recipro were noted on object

12. Quinan did not note any other noises on base at the time.

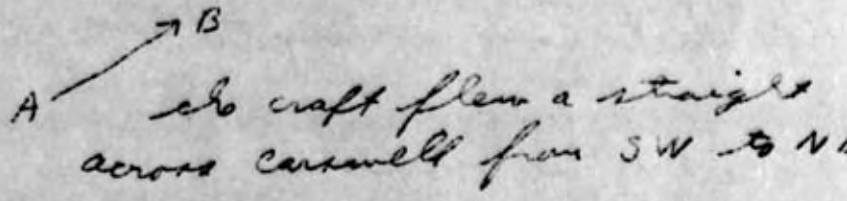
T/Sgt [redacted]

1. Object Traveling at approx 200
2. Approx 3000 to 4000 feet
3. appeared to be gray object against the black sky
4. night was clear and visibility very good.
5. Object was def. larger than B 36
6. Sgt stated periodicity was UFOB did not make any type of noise.
7. A steady speed was ~~[illegible]~~ maintained all the time object was in flight.
8. ~~B~~ Sgt Riddle was on his way to the tower and approximately 100 ft To left of Tower when UFOB was sighted.

Sgt Riddle gave the following diagram



20. Draw a picture that will show the motion that the object or objects made. Place an "A" at the beginning of the path, a "B" at the end of the path, and show any changes in direction during the course.



21. IF POSSIBLE, try to guess or estimate what the real size of the object was in its longest dimension.
2 25 feet. approx

22. How large did the object or objects appear as compared with one of the following objects *held in the hand* and at about arm's length?

(Circle One):

a. Head of a pin
b. Pea
c. Dime
d. Nickel
e. Quarter
f. Half dollar
g. Silver dollar
h. Baseball
i. Grapefruit
(j) Basketball
k. Other _____

22.1 (Circle One of the following to indicate how certain you are of your answer to Question 22.

a. Certain
(b) Fairly certain
c. Not very sure
d. Uncertain

23. How did the object or objects disappear from view? after crossing field disappeared in the dark, as the lights of it could be seen.

24. In order that you can give as clear a picture as possible of what you saw, we would like for you to imagine that you could construct the object that you saw. Of what type material would you make it? How large would it be, and what shape would it have? Describe in your own words a common object or objects which when placed up in the sky would give the same appearance as the object which you saw.

material resembled a reflecting surface of a very dirty mirror, as a dirty piece of al. would give off. size appox. between a B-47 & B-36

although a/c do ~~were~~ up during night.

12. Contact was attempted by tower but none could be made.

13. Airman stated there were four men in tower when he arrived there.

14 Sgt Riddle has been in AF 5½ yrs.

[redacted]

He has worked in tower approx. five (5) years

15. Airman sighted object for approx 45 sec. before proceeding to top of tower.

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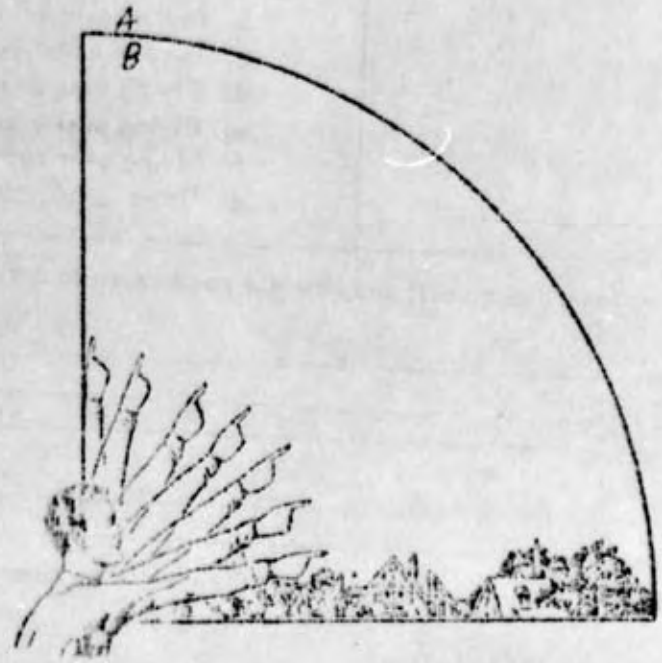
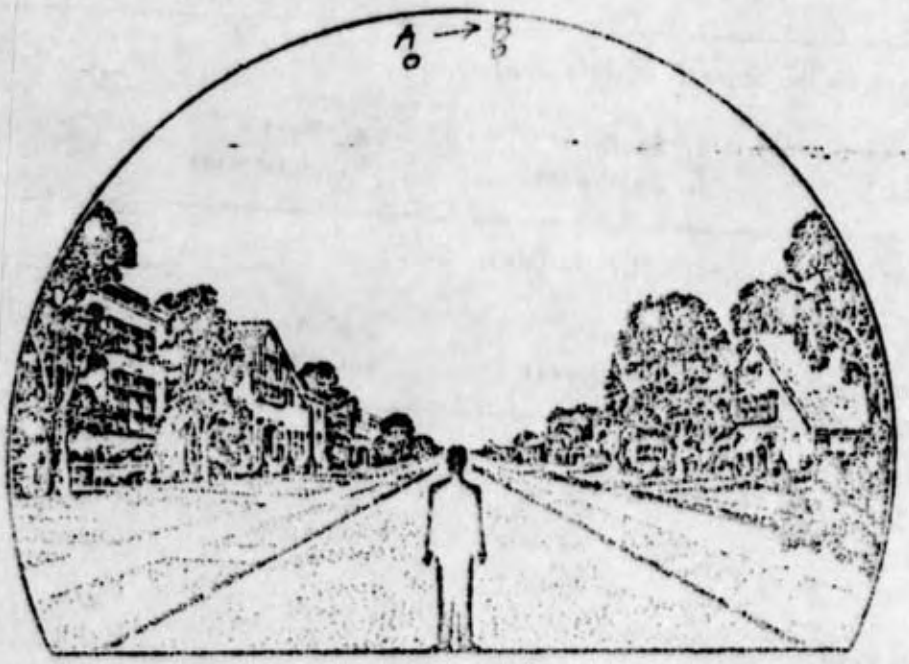
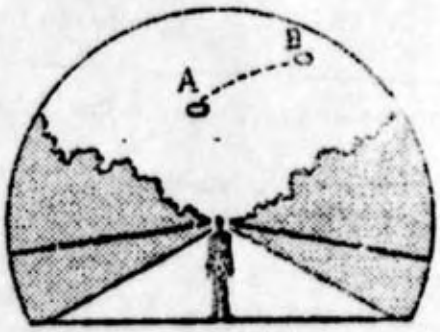
normally a/c on Cross country will contact tower when coming across field.

32. In the following sketch, imagine that you are at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you *first* saw it. Place a "B" on the *same* curved line to show how high the object was above the horizon (skyline) when you *last* saw it.



33. In the following larger sketch place an "A" at the position the object was when you *first* saw it, and a "B" at its position when you *last* saw it. Refer to smaller sketch as an example of how to complete the larger sketch.





25. Where were you located when you saw the object? (Circle One):

a. Inside a building
b. In a car
(c.) Outdoors
d. In an airplane
e. At sea
f. Other _____

26. Were you (Circle One)

a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other at an air field

27. What were you doing at the time you saw the object, and how did you happen to notice it?

working in the tower at Caswell. Base ops called & ask us to ~~the~~ look out & see if we could see a object. GCA said it was coming in from SW.

28. IF you were MOVING IN AN AUTOMOBILE or other vehicle at the time, then complete the following questions:

28.1 What direction were you moving? (Circle One)

a. North
(b.) Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

28.2 How fast were you moving? ——— miles per hour.

28.3 Did you stop at any time while you were looking at the object?

(Circle One) (Yes) No

29. What direction were you looking when you first saw the object? (Circle One)

a. North
b. Northeast
c. East
d. Southeast
e. South
(f.) Southwest
g. West
h. Northwest

30. What direction were you looking when you last saw the object? (Circle One)

a. North
(b.) Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

31. If you are familiar with bearing terms (angular direction), try to estimate the number of degrees the object was from true North and also the number of degrees it was upward from the horizon (elevation).

31.1 When it first appeared:

a. From true North ~~330~~ 200° approx ~~045~~ degrees.
b. From horizon 30° degrees.

31.2 When it disappeared:

a. From true North 230 045 degrees.
b. From horizon 40° degrees.